

REMARKS

The specification has been amended to correct the typographical error noted by the Examiner. Also, Claim 1 has been amended to correct several minor typographical errors that do not affect the scope thereof.

The Examiner rejected Claim 1 under 35 U.S.C. 112, second paragraph, as being indefinite because the phrase “a plurality of structural components that are secured together in such a manner as to form a space frame assembly” failed to particularly point out and distinctly claim the subject matter of the invention (highlights in original). The Examiner appears to be objecting to the language of the underlined phrases as not being clear. However, the terms “structural components” and “space frame assembly” are not only well known in the art, but are specifically discussed in the specification. The space frame assembly is illustrated at 10 in Fig. 1 and is described as being “formed from a plurality of structural components that are secured together in such a manner as to define an enclosed three-dimensional space, such as for the occupants of the vehicle.” The specific structures of such “structural components” and the overall structure of the “space frame assembly” are not significant to the claimed invention. What is significant is that “a plurality of structural components are secured together in such a manner as to form a space frame assembly” as specifically claimed. Thus, it is believed that Claim 1 clearly and unambiguously defines the invention in this regard.

The Examiner also rejected Claim 1 under 35 U.S.C. 112, second paragraph, as being indefinite because the phrase “a plurality of body closure panels mounted on said structural components of said vehicle frame assembly to form the vehicular body and frame assembly” failed to particularly point out and distinctly claim the subject matter of the invention (highlight in original). The Examiner appears to be objecting to the language of the underlined phrase as not being clear. However, the term “vehicular body and frame assembly” is not only well known in the art, but is specifically discussed in the specification as being the combination of the space frame assembly and the body closure panels, as specifically claimed. Thus, it is believed that Claim 1 clearly and unambiguously defines the invention in this regard.

The Examiner further rejected Claim 2 under 35 U.S.C. 112, second paragraph, as being indefinite because the phrase “a generally flat panel having one or more open spaces provided therein to support other components of vehicular body and frame assembly thereon” failed to particularly point out and distinctly claim the subject matter of the invention (highlights in original). The Examiner appears to be objecting to the language of the underlined phrases as not being clear. However, the terms “flat” and “other components of vehicular body and frame assembly thereon” are well known in the art, but are specifically discussed in the specification. The term “flat” has a commonly understood meaning, and a plurality of body closure panels 12, 14, 16, 18, and 20 that are “generally flat” is illustrated in the drawings. The term “other components of vehicular body and frame assembly thereon” is described as including vehicular doors, windshields, a floor pan, and the like. The specific structures of such “other components” is not significant to the claimed invention. What is significant is that “each of said body closure panels is a generally flat panel having one or more open spaces provided therein to support the other components of vehicular body and frame assembly thereon” as specifically claimed. Thus, it is believed that Claim 2 clearly and unambiguously defines the invention.

The Examiner rejected Claim 1 under 35 U.S.C. 102(b) as being anticipated by the Ashina et al. reference. The rejection is respectfully traversed. Claim 1 defines the invention as a vehicular body and frame assembly that includes (1) a plurality of structural components that are secured together in such a manner as to form a space frame assembly; and (2) a plurality of body closure panels mounted on the structural components of the space frame assembly to form a vehicular body and frame assembly. As described in the specification, a “space frame assembly” is “formed from a plurality of structural components that are secured together in such a manner as to define an enclosed three-dimensional space, such as for the occupants of the vehicle.” The Ashina et al. reference discloses a two-dimensional ladder type frame assembly 101, not a space frame assembly as specifically claimed. The various loop-shaped members 102 are secured to the two-dimensional ladder type frame assembly 101 to form a three-dimensional space frame assembly. However, this structure is

quite different from the claimed structure. Thus, it is believed that the claims clearly define the invention over the Ashina et al. reference.

Respectfully submitted,



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